RAILROADS.

Atlantic Coast Line. Effective October 10, 1904.

Jacksonville, Fla. 3:45 p.m. daily-Sleeping cars New York to Jacksonville, Fla.; New York to Port Tampa, Fla., via Jacksonville; New York to Augusta, Ga.; New York to Charleston, S. C.; Washington, D. C., to Wil-mington, N. C. Connects at Petersburg for Norvia N. & W. PULLMAN DINING CAR SERVICE on this train.

For tickets and all information spply at the OFFICE OF THE LINE, 601 PENNSYLVANIA AVENUE NORTHWEST, and PENNSYLVANIA RAILROAD STATION.
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District Passenger Agent, Washington, D. C. H. M. EMERSON, Trattic Manager, Wilmington, N. C. W. J. CRAIG, Gen. Pas. Agt. Wilmington, N. C.

Wilmington, N. C.

SOUTHERN RAILWAY

Schedule effective October 10, 1904.

Trains leave from Pennsylvania Station.

7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.

10:51 a.m. Daily. Washington and Florida Limited. Through coaches and sleeper to Columbia, Savannah and Jacksonville. Dining car service.

11:15 a.m. Daily. United States Fast Mail. First-ciass coaches and drawing room sleeper to New Orleans. Dining car service.

4:01 p.m. Week Days. Local for Harrisonburg and way stations on Manassas branch.

4:55 p.m. Daily. Local for Warrenton and Charlottesville.

9:09 p.m. Daily. Local for Warrenton and Charlottesville.

9:09 p.m. Daily. New York and Atlanta Express. First-class coach to Atlanta, sleeper to Columbus, Ga., via Atlanta. Sunset tourist, sleeper Washington to San Francisco Mondays, Weduesdays and Fridays. Dining car service a la carte.

10:09 p.m. Daily. New York and Memphis Limited (via Lynchburg). First-class coach and sleeping car to Ronnoke, Knoxville, Chattanooga and Memphis; sleeper to New Orleans. Dining car service.

Memphis; sleeper to New Orleans. Dining carservice.

10:45 p.m. Dally. Washington and Southwestern
Limited. All Pullman train club and observation
cars to Atlanta and Macon; sleepers to Augusta,
Nashville, Atlanta, Macon, Memphis, New Orleans.

TRAINS ON BLUEMONT BRANCH.
Leave Washington 8:10 a.m., 1:30 p.m., 4:45
p.m. 5:05 p.m. week days for Binemont; 6:25 p.m.
week days for Leesburg only. Sunday trains leave
Washington 9:10 a.m., 6:25 p.m., for Bluemont.

Through trains from the South arrive Washington
6:42 a.m., 6:52 a.m., 9:50 a.m., 3:00 p.m., 9:30
p.m. and 9:50 p.m. dally. Local trains from Harrisonburg 11:55 a.m. week days and 9:20 p.m.
dally. From Charlottesville 8:25 a.m. and 9:20
p.m. daily. p.m. daily.

Tickets, sleeping car reservations and detailed information can be had at ticket offices, 705 15th street, 511 Pennsylvania avenue and Pennsylvania Statiot. Baggage checked through from hotels and

Phone 1640 P. R. R. Cab Service.
C. H. ACKERT, Gen. Manager.
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W. H. TAYLOE, Gen. Pass. Agt.
L. S. BROWN, Gen. Agent.

STATION CORNER OF SIXTH AND B STREETS 7:50 A.M. DAILY. PITTSBURG EXPRESS AND CHICAGO SPECIAL .- Parlor and Dining Cars of Chleago Special Harrisburg to Pittsburg. Connects for Chicago, Indianapolis, Louisville and St. Louis. Buffet Broiler Parlor Car to Harrisburg.

10:50 A.M. daily. THE PENNSYLVANIA LIM ITED.-Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo, Detroit and Cincinnati. Buffet Parlor Car to Harrisburg.

10:50 A.M. daily. ST. LOUIS LIMITED .- Sleeping, Dining, Smoking and Observation Cars Harrisburg to Cincinnati, Indianapolis and St. Louis. Buffet Parlor Car to Harrisburg. 10:50 A.M. daily. MAIN LINE EXPRESS .- Pullman Buffet Parlor Car to Harrisburg. Buffet

Parlor Car Harrisburg to Pittsburg. 3:30 P.M. daily. CHICAGO AND ST. LOUIS EX-PRESS.-Sleeping and Dining Cars Washington to St. Louis, Harrisburg to Chicago, Indianapolis, St. Louis and Nashville (via Cincinnati and Louis.

ville). Parlor Car to Harrisburg. 5:40 P.M. daily. CHICAGO LIMITED,-Sleeping, Smoking, Dining and Observation Cars, Harrisburg to Chicago and Toledo. Parlor Car to Har-

7:15 P.M. daily. ST. LOUIS EXPRESS .- Pullman

7:45 P.M. daily. WESTERN EXPRESS .- Pullman Sleeping Car to Pittsburg and Chicago. Dining Car to Chicago.

7:45 P.M. daily. CLEVELAND AND CINCINNATI EXPRESS .- Pullman Sleeping Cars Washington to Harrisburg, and Harrisburg to Cleveland and Cincinnati. Dining Car. Connects for St. Louis. 10:40 P.M. daily. PACIFIC EXPRESS.-Pullman Sleeping Car to Pittsburg. Connects for Toledo. 7:50 A.M. daily. BUFFALO DAY EXPRESS, with through Cafe Car. Parlor Car and Couches to

Buffalo, via Emporium Junction. 7:50 A.M. for Kane, Canandalgua, Rochester and Niagara Falls daily, except Sunday.

10:50 A.M. for Elmira and Renovo daily, except Sunday. For Williamsport daily, 3:30 P.M. 7:15 P.M. daily. BUFFALO NIGHT EXPRESS. with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction.

7:45 P.M. daily for Erie; for Rochester, Buffale and Niagara Falls daily, except Saturday, with Sleeping Car Washington to Rochester.

10:40 P.M. for Erie, Canandalgus, Rochester, Buf tale and Ningara Falls daily. Pullman Sleeving Car Washington to Rochester Saturdays only. FOR PHILADELPHIA, NEW YORK AND THE EAST.

4:00 P.M. "CONGRESSIONAL LIMITED," for New York only, daily, all Parlor Cars, Dining

Express, 6:55, 8:50, *10:00 (New York only) and *11:00 A.M., *12:35, 3:15, *4:40, 6:50, 10:00 P.M., 12:30 night. On Sundays, *8:50, *11:00 A.M., 12:10, 3:15, *4:40, 6:50 and 10:00 P.M. 12:30 night.

For Philadelphia only, Express, 7:40, 10:00 A.M., 12:10 P.M. week-days, 2:00, 4:00, *5:35 and 5:46 P.M. daily; 6:55 A.M. Sundays.

For Boston, without change, 7:40 A.M. week-days and 5:35 P.M. daily.

For Baltimore, 5:00, 6:15, 6:55, 7:40, 7:50, 8:50, 10:00, 10:50, 11:00 A.M., 12:10, 12:35, 1:23, 2:00, 3:15, 3:30, 4:00 (4:00 Limited), 4:20, 4:40, 4:48 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40, 11:35 P.M., and 12:30 night week-days. On Sun days, 6:55, 7:50, 8:50, 9:05, 10:50, 11:00 A.M., 12:10, 1:15, 2:00, 3:15, 3:30, 4:00 (4:00 Limited) 4:20, 4:40, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45 10:00, 10:40 P.M. and 12:30 night.

For Annapolis, 7:40, 8:50 A.M., 12:10 and 5:40 P.M. week-days. Sundays, 8:50 A.M. and 5:40

For Pope's Creek Line, 7:50 A.M. and 4:48 P.M. week-days; 9:05 A.M. Sundays.

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10:46 A.M. Daily — SEABOARD MAIL—Through
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Atlanta.

7:00 P.M. Daily—SEABOARD EXURESS—Solid
train to Jacksonville and Tampa **ith Pullman
aleepers. Through sleepers to Atlanta.

Ticket Office: 1421 Penna. ave.

Chesapeake & Ohio Ry.

Chesapeake & Ohio Ry.

Schedule Effective September 26, 1904.

Trains leave Pennsylvania Station.

2:30 P.M. Dally.—CHICAGO AND ST. LOUIS SPE.
CIAL. Solid vestibule, electric-lighted Dining
Car train to St. Louis. Reaches Cincinnati 8:00
a.m., Louisville 11:00 a.m., St. Louis 6:15 p.m.,
Chicago 5:30 p.m. Pullman Sleepers to Louis
ville, Cincinnati, Indianapolis and St. Louis,
Parlor car through to Virginia Hot Springs week
days. Parlor Car Cincinnati to Chicago. Dining
Car from Washington; meals a la carte.

11:10 P.M. Dally.—F. F. V. LIMITED. Solid vestibule, electric-lighted Dining Car train to Oincinnati. Pullman Sleepers to Cincinnati. In
dianapolis, St. Louis, Lexington and Louisville
without change. Compartment Sleeper to Virgiula Hot Springs dally except Sunday. Sleepers Cincinnati to Chicago and St. Louis, Dining car serving meals a la carte.

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atrect, near F., and at the station. Telephone call
1640 for Pennsylvania R. R. Cab Service.

H. W. Fulller.

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Baltimore and Ohio R. R. TRAINS "EVERY OTHER HOUR ON THE ODD HOUR" TO PHILA! ELPHIA AND NEW YORK.

PHILAI ELPHIA AND NEW YORK.

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†9:00 a.m. Buffet, Parlor. 5 Hr. Train.

‡9:00 c.m. Diner and Parlor Car.

†11:00 a.m. Diner and Parlor Car.

*1:00 p.m. Diner and Parlor Car.

*3:00 p.m. "Royal Limited." All Pullman.

†4:00 p.m. Coaches to Philadelphia.

*5:00 p.m. Diner and Pullman Sleeper.

*8:00 p.m. Coaches to Philadelphia.

*11:30 p.m. Sleepers.

Atlantic City, †7:00, †9:00, †11:00 a.m., †1:00,

3:00 p.m.

Atlantic City, \$7:00, \$9:00, \$12.00

*3:00 p.m.

EVERY HOUR ON THE HOUR

TO BALTIMORE WITH PULLMAN SERVICE.

Week days: 3:00, 5:00, 6:30, 7:00, 7:20, 8:00,

8:35, 9:00, 9:30, 10:00, 11:00 a.m., 12:00 nooh,

12:05, 1:00, 2:00, 3:00, 4:00, 4:45, 5:00, 5:05, 5:30,

6:00, 6:30, 7:00, 8:00, 10:00, 11:30, 11:35 p.m.,

Sundays: 3:00, 7:00, 7:20, 8:35, 9:00, 11:00 a.m.,

1:00, 1:15, 3:00, 3:30, 5:00, 5:30, 6:30, 8:00, 10:00,

11:30, 11:35 p.m.

WESTWARD.

LEAVE STATION, New Jersey ave. and C st.

LEAVE STATION, New Jersey ave. and C st. CHICAGO a-d NORTHWEST, *11:00 a.m., *7:30

LEAVE STATION, New Jersey ave. and. •7:30 p.m. .
CHICAGO a-d NORTHWEST, *11:00 a.m., *7:30 p.m. .
CINCINNATI, ST. LOUIS and LOUISVILLE, *10:05 a.m., *4:05 p.m., *12:35 night.
PITTSBURG and CLEVELAND, *11:00 a.m., *1:15 p.m. and *12:30 night.
COLUMBUS, *7:30 p.m.
WHEELING, *10:05 a.m., *7:30 p.m.
WHNCHE.TER, *18:35 a.m., *4:05, †5:00 p.m.
ANNAPOLIS, week days, 8:30, 9:30 a.m., 12:00 noon, 6:00 p.m. Sundays, 8:35 a.m., 5:30 p.m.
FEDERICK, †8:35, †9:15, †10:05, †11:70 a.m., †1:15, †4:05, †5:30 p.m.
HAGERSTOWN, *10:05 a.m. and †5:00 p.m.
Boyd and way points, †8:35, †9:15 a.m., ‡1:15, †5:00, †5:30, †10:15, †11:30 p.m.

LURAY and ELKTON, *4:05 p.m.
GAITHERSFURG and way points, †8:35, †9:15 a.m., †12:50, †1:15, †3:30, †5:00, *5:05, †5:30, †6:50, †7:35 †10:15, †11:30 p.m.
Washington Junction and way points, †8:35, †9:15 a.m., ‡1:15, †5:00, †5:30 p.m.

**Washington Junction and way points, †8:35, †9:15 a.m., ‡1:15, †5:00, †5:30 p.m.

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La Gascogne. Oct. 27 *La Lorraine. Nov. 17

*La Gascogne. Nov. 3 La Gascogne. Nov. 24

*La Touraine. Nov. 10 *La Savoie. Dec. 1

*Twin-screw steamer.

First class, \$40 and upward; second class, \$30 and upward, according to steamer.

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PHILADELPHIA—QUEENSTOWN—LIVERPOOL.
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NEW YORK—ANTWERP—LONDON—PARIS. Calling at Dover for London and Paris. WHITE STAR LINE NEW YORK-QUEENSTOWN-LIVERPOOL.
BOSTON-QUEENSTOWN-LIVERPOOL.
NEW YORK AND BOSTON DIRECT.

BY THE S. S. DEUTSCHLAND OCT. 27, 7 A.M. to Plymouth and Cherbourg. \$80 AND UP TO HAMBURG.

Hamburg-American Line. Semi-Weekly Twin-Screw Service
FOR PLYMOUTH—CHERBOURG—HAMBURG.

*Deutschland... Oct. 27 | 1Patricia... Nov. 5
1Pennsylvania... Oct. 29 | *Moltke... Nov. 10

*Has grill room and †gynnasium on board.
1Will call at Dover for London and Paris.

MEDITERRANEAN SERVICE

NEW YORK-NAPLES-GENOA. Oct. 25 P. Adalbert...... Nov. 24 TO ITALY IN LESS THAN 8 DAYS
BY THE GREAT FLYER "DEUTSCHLAND"
From New York Jan, 7 and Feb. 7.
HAMBURG-AMERICAN LINE, 37 B'WAY, N. Y.
E. F. DROOP & SONS, 925 Pa. ave.

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Fast Express Service. PLYMOUTH—CHERBOURG—BREMEN.

Wm.II.Nov. 8, 3:30 pm | Kronpr'z. Jan. 17, noon |
alser. Nov. 22, 10 am | Kaiser. Feb. 7, 10 am |
Kronpr'z. Feb. 21, 7:30 am |
Kaiser. Jan. 3, 10 am | Kaiser. Mar. 7, 10 am | Twin-Screw Passenger Service. PLYMOUTH-CHERBOURG-BREMEN.

Main. Oct. 25, 11 am *Cassel. Dec. 15, 10 am Friedrich. Nov. 10, 10 an *Koeln. Dec. 29, 10 am Bremen. Nov. 15. noon *Zieten. Jan. 10, 10 am *Main. Nov. 29, 10 am *Main. Jan. 19, 10 am *Will call at Bremen only. Mediterranean Service.

GIBRALTAR—NAPLES—GENOA.

Albert....Oct. 22, 11 am | Hobenz'n...Nov. 19, 11 am |

Luise....Oct. 29, 11 am | Albert....Nov. 26, 11 am |

Neckar...Nov. 5, 11 am | Luise....Dec. 3, 11 am |

Irene....Nov. 12, 11 am | Neckar...Dec. 10, 11 am | OELRICHS & CO., NO. 5 BROADWAY, N. Y.
Apply to E. F. DROOP, 925 Pa. ave.,
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22d and Chestnut sts., Philadelphia, Pa. American and European Plan, Gerrect Location. Ideal Cafe. Popular Prices. oct-26t, 6 S. A. MANUEL, Manager.

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WEST VIRGINIA. THE LOCKWOOD ANNEX, HARPER'S FERRY, W. VA.

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A. P. DANIEL, Proprietor HILL TOP HOUSE. HARPER'S FERRY, W. VA. Open December. Modern improvements. Artesian

se29-tf.6 Boyd's and Vicinity.

Special Correspondence of The Evening Star. BOYD'S, Md., October 23, 1904. Mrs. Nettie Lewis of Washington is visit. ing Mr. and Mrs. James E. Williams at

Miss Ella F. Welsh of this vicinity, wh Miss Ella F. Welsh of this vicinity, who has been visiting relatives and friends in Washington, returned home today.

Mr. and Mrs. Earl B. Wood returned here last evening from their honeymoon tour. Mr. Wood is principal of Adamstown High School, and has gone to Adamstown to resume charge of his school.

John Dogan, a negro, was convicted at Greenville, S. C., of impersonating a govern-ment officer and defrauding ignorant ne-groes. He was sentenced to eighteen

WORTH MILLIONS

Great Value of the Canned Salmon Crop.

A REMARKABLE FACT

CATCH IS ALWAYS LIGHT IN PRESIDENTIAL YEAR.

Explanation Given by the Authorities of the Lean and Fat Period-Dr. Jordan's Theory.

By WILLIAM E. CURTIS.

The crop of canned salmon on the Pacific coast is worth about \$12,000,000 a year, and therefore that fish outranks all others in its direct value to mankind. The average crop is 3.500,000 cases of forty-eight cans each, or a total of 168,000,000 cans-an average of two to every inhabitant of the United States. An ordinary fish will fill four cans, hence the average annual pack represents

about 42,000,000 fish. This year's pack is a failure, as it is every year in which a President of the United States is elected. The returns are not all in yet, but the best judges estimate a total of only 2,250,000 cases, the smallest crop since 1896, which was also a presidential

It is also a remarkable fact that salmon run in the greatest abundance in the year in which the President of the United States is inaugurated. The year following the inauguration only a fair run is expected, while on the third year of the presidential term the fish are out in reasonably large quantities. During the period of presidential elections the fish are exceedingly shy and scarce. They are only seen in small schools, and keep out of the way of traps, nets and all fishing devices. Dr. Jordan, president of Leland Stanford University, who is a famous ichthyologist and ichthyophagus, says that, assuming the year of the inauguration, which is the big year, to yield 100 per cent, the next year may be expected to produce 50 per cent, the third year 65 per cent and the year of the election in which the President of the United States year 65 per cent and the year of the election 35 per cent. This singular proposition is borne out by the statistics and is something more than a coincidence.

Salmon Statistics.

For example: Taking the last few presidential campaigns and inauguration years for purposes of illustration, we have the following figures:

| Total number cases. | 1888—Presidential election | 1,142,722 | 1889—Inauguration year | 1,714,981 | 1892—Presidential election | 1,325,979 | 1893—Inauguration year | 2,870,470 | 1896—Presidential election | 2,397,608 | 1897—Inauguration year | 3,572,731 | 1900—Presidential election | 2,994,485 | 1901—Inauguration year | 5,040,961 | This is particularly true of that species of salmon known as the "sockers" an Indian salmon known as the "sockeye," an Indian

term which has no reference to the organ of vision of the fish, found in great abundance in Puget sound. The catch of sockeyes is always twice as large inauguration years as it is on the years of presidential elections. For example, the trap at Village Point, near the city of Bellingham, Wash., vielded as follows:

The ratio of variation has prevailed as long as the oldest inhabitants can rememing their preparations accordingly. this phenomenon is so well understood that it enters into the calculations of dealers as well as packers, and they manage, if possiration years, when prices are low on account of the supply, and hold them over in storage until the lean years bring higher A few weeks ago in Bellingham, where the biggest salmon cannery in the world is to be found, I saw a mountain of canned salmon which has been accumu-lating since 1901 in the expectation that this would be a very lean year, and prices are higher than ever before. The crop of 1904 has been largely oversold, and the stocks in the hands of jobbers and wholesalers Bellingham cannery, of which I spoke, the pack has been as follows during the last four years: are pretty well exhausted already. At the

Cases. 212,000 1902. 525,000 1903. I was not able to find any one who could explain why the catch should be so very small on the year when Theodore Roosevelt dent, and it may be a reflection upon them, but the packers feel worse about it than

The Explanation.

The explanation of the lean and fat years as given by the highest authorities is as follows: All sockeye salmon go out into deep salt water when they are one year old and remain at the bottom of the sea for three years. When they are four years old, by some instinct which nature has implanted, they return to the river or the lake in which they were born to spawn and then die. Salmon never spawn more than once in their lives; they always spawn in fresh water, and when that function is performed they commit suicide with savage desperation. Their entire nature changes. They seem bent upon self-destruction, and after they have laid their eggs they often throw themselves out of the water upon

theory, based upon these facts, that generations ago a great flood at the spawning period of the year filled the rivers and the lakes along the Pacific coast and swept the spawn which the fish had left out into the ocean, so that very little of it was hatched.

This took place as far back as Indian traditions go, and the aborigines, having learned this phenomenon by experience, never set their nets on the fourth anniversary of that great tragedy. It so hap-pened that the first presidential election in the United States took place on one of these lean years and has followed the cycle ever since. The year following, however, which happens to be the same as that on which we inaugurate our President, there is always an unusually large run, which carries with it the stragglers from the year before. This applies only to certain kinds of salmon—these which run in the summer months.

same as the Kennebec salmon, and those same as the Kennebec salmon, and those found in the 'rivers of Canada east run in the winter and are not affected by presidential elections. Nor is the royal chinook or king salmon, which runs in April; nor the cohoe or silver salmon; nor the log salmon, which run in October and Novamber.

Five Kinds of Salmon.

There are five kinds of salmon, and each has its own remarkable individuality. The king, or chinook salmon, is the largest species, averaging twenty-two pounds in weight, and often running as high as eighty pounds. It is of a bright silver color, with black spots on its back and tail, when young, but its color grows dull as it gets older. The flesh is red, firm and olly, and superior to that of any other salmon, but when the to that of any other salmon, but when the fish is four years old it begins to turn white, although the change in color seems to make no difference with the flavor. It spawns only in large rivers fed by snow, and gets as near to their sources as possible. In order to do so it is compelled to start on its journey as early as May 1. In the Yukon of Alaska it runs nearly 3,000 the Yukon of Alaska it runs nearly 3,000 miles to spawn at Caribou Crossing, at the foot of Lake Bennet, where every season hundreds of thousands of dead chinooks can be found lying where they committed suicide upon the banks. It also runs in large numbers in all of the other Alaskan rivers, and it follows the Columbia, the Sacramento and other southern rivers to their sources in the mountains. An average value of \$2,000,000 of king salmon are caught and canned on the Columbia river every year, and \$300,000 or \$400,000 worth are shipped frozen to market.

The red salmon or sockeye has a very

What it

MONINGON RODNINGON RODNINGON

THIS trade mark in red and white is on each end of the air tight packages of Biscuit, Wafers and Crackers baked by the National Biscuit Company.

It means that the contents of the package on which it appears are of the very highest quality; that they are made of the best materials and baked by skillful bakers in scrupulously clean bakeries; that the package is air tight and moisture proof.

It is quality that has made these goods the chief item on the Nation's bill-of-fare. For example try Social Tea Biscuit and Oysterettes



SOCIAL TEA BISCUIT

Just the thing to offer with an afternoon cup of tea-or chocolate-or coffee. In fact, they're good to eat most any time just for the pleasure of it. Sweet and slightly flavored with vanilla.

Oysterettes

Give added zest and relish to every kind of soup. Crisp and flaky, with just a touch of salt. And always fresh-because always sold in airtight packages.

NATIONAL BISCUIT COMPANY

CONTRODAL ROCK INTO CONTRODAL ROCK FOR

ber and as far back as Indian traditions go.

ber and as far back as Indian traditions go.

Next year a rousing big catch is expected,

bright olive green. At all times the flesh the salmon, in their eagerness to ascend is a brilliant red, firmer and drier than that of the king salmon, with almost as fine about eight pounds in weight when it is four years old. It never spawns except in a river with a gravel bottom just above

where it flows into a lake.

Dr. Jordan says: "The red salmon never runs in a river which does not flow into a lake. The stream may be large or small. Frazer river is more than half a mile across, and the Boca de Quadra stream one may step across. It may be long or short. The Yukon is nearly 3,000 miles long, and the rel salmon ascends to its lakes, 1,800 miles up stream. The Boca de Quadra, noted for its red salmon, flows out from its lake at a point within ten rods of the sea. Large or small, clear or turbid, a stream without a lake never carries red salmon. For this reason, if not for others, it is unknown in the Sacramento, and in the Ketchicam, Skaguay, Dyea and other streams of Alaska, which would be other-

wise available." Prices of Salmon.

Mr. Huntoon, manager of the Pacific American Fisheries Company, at Bellingham, tells me that the sockeyes in Puget Sound average about eight pounds in weight. They travel from twelve to fifteen miles a day, generally keeping close to the shore until they find their parent river. During a big year like 1901 they sell, big or little, for 12 cents each. Last year, which was a poor run, they were 22 cents.

This summer they have been 30 cents The silver salmon is a rather poor fish, and sells at low prices. When canned it is worth only about half as much as the red salmon. The humpback is still cheaper, but is regarded as a food for the poor who cannot afford the better grades, and s sold largely in the southern states among the negroes, in Japan. China and other countries of the east, in the mining camps, to Indian traders, and a considerable quantity is shipped to Central and South Amer-The humpback salmon is quite as nutritive as the higher grades, but lacks the flavor. Dr. Jordan says that the dog salmon should not be canned at all, be-cause it will not keep, but large quantities of it are put up by packers when no other fish are running in order to keep their plants in operation. The wholesale price of dog salmon is \$1.60 per case of fortyeight cans, although it costs at least \$2 to put up a case of fish. The tins cost 65 cents, the boxes 11 cents, the labels 5 cents, the labels 5 cents, the labor 52 cents, the freight 30 cents per case of forty-eight cans, and other charges ac-

The humpback salmon is worth about \$2 or \$2.25 per case; the silver salmon from \$2.60 to \$2.75; the red salmon from \$3 to \$4 and the chinook from \$3.50 to \$5.50. Those who want the best canned salmon

king salmon or sockeye. The humpback salmon comes only every other year, and nobody seems to know why. It is a most extraordinary fish. As long as it is in salt water it is shapely and beautiful, but as soon as it strikes fresh water a hump begins to grow on its back, and then from five to ten days later, after it has cast its spawn, the hump sloughs off and the fish dies.

Dr. Jordan's Theory.

Fishermen believe that salmon always return to spawn and die at the very place where they were born. Scientists dispute this theory in detail, but are willing to admit that it is generally true. Dr. Tordan, for example, who, as I have told you, is the highest authority, says that nearly all salmon return to the region and, generally speaking, to the same stream in which they were spawned, although he declares that there is no reason to believe that the fish are aware of the fact. At the same time he admits that this subject is much in need of further investigation, and he is willing to change his opinion if convincing evidence

s presented. He explains that the lives of the salmon, He explains that the lives of the salmon, between their first and fourth years, are spent in deep sea water, but they seldom go more than thirty or forty miles from the mouth of the stream in which they were spawned. When it comes time for them to seek fresh water they naturally follow the coast to the nearest stream, and the chances are that they will find the one in which they happened to be hatched. "Undoubtedly," Dr. Jordan says, "many salmon ascend or try to ascend streams in which no salmon was ever hatched. In little brooks about Puget Sound, where they water is not three inches deep, are often found dead and dying salmon which have entered them for the purpose of spawning. It is said of the Russian river and other California rivers the their mountains in the

a silver belly when it is young. Later it time of low water in summer generally bethem, frequently fling themselves entirely out of the water on the beach. But this does not prove that the salmon are guided The waters of Russian river soak through the sand bars. The instinct of the salmon, I think, merely leads them to search for

Report of Gen. Elliott, Commandant of the Marine Corps.

AT LOCAL BARRACKS

IMPROVEMENTS THAT HAVE BEEN MADE AND ARE IN VIEW.

More Pay Recommended for the Mem-

bers of the Marine Band, Whose

Status is Declared to Be Unique.

General Elliott, commandant of the Marine Corps, in his annual report to the Secretary of the Navy, made public today, presents a strong argument for an addition to the corps of 2,480 enlisted men to be divided among the various grades. During the past year no additions were made to the authorized strength of the corps. viz., 278 officers and 7,352 enlisted men. General Elliott says that the present force is not sufficient to properly perform the service desired, to the end that government prop-

erty contained in the various navy yards and stations be adequately protected. Referring to some of the special duties devolving upon the corps, General Elliott says that 1.500 marines are stationed in the Philippines and a battalion of 420 men is serving on the Isthmus of Panama. Another battalion, it is said, will be required for the naval station at Guantanamo, Cuba. Naval vessels going into commission within the next few months will require a large number of marines, in addition to which attention is directed to the fact that new posts have been established during the past year at the naval station, Algiers, La., the naval station, Honolulu, Hawaii, on the Midway Islands, and an order has been issued for the dispatch of a detachment for duty at the naval station, Tutulla, Samoa

To Man New Warships. "With the force at its command," says General Elliott, "it will be absolutely impossible for the Marine Corps to meet the fronted. It will be observed that in the foregoing no account has been taken of the numerous ships which will be commissioned within the few months next following January 1, 1905. These vessels will all carry large marine guards, it is anticipated, and the necessity for so supplying them is an additional factor to be considered when the matter of increase in the enlisted personne

The Marines on the Isthmus.

During the service of the marine brigade says General Elliott, the health of the command was remarkably good. The compulsory employment of mosquito nets prepulsory employment of mosquito nets prevented, to a large extent, inoculation by mosquitoes. The proportionate number of cases of fever was remarkably small, having in view the records of previous commands in Panama, and the cases that did exist responded quickly to treatment. There were no deaths in the command. The fact that much of the fever was due to mosquito bites was reasonably clearly demonstrated as the result of an expedition to Real, a point situated mear the head of the Ean Miguel guilf, on the Pacific side, on which occasion it was impracticable to employ

Small Arms Practice.

Great interest is being shown throughout the entire corps, says General Elliott, in the subject of small arms target practice, but it is still impossible, owing to the lack of proper ranges, to bring the results of firing up to the desired standard. Every effort is being made to accomplish the best results with the limited opportunities at hand, but until proper ranges are established the resays, must of necessity be unsatisfactory and frequently discouraging. It is earnestly hoped by General Elliott that Congress will give this matter serious con-sideration during its coming session, and that an appropriation for the purchase of land and construction of suitable ranges can be obtained. Until that is done little progress can be made, he says, in this very important branch of the enlisted man's

Improving the Local Barracks.

The quarters of the brigadier general commandant near the navy yard, constructed over one hundred years ago, were given a thorough overhauling during the past year. The exterior and interior of the building were painted, walls papered and modern system of plumbing installed. The ceilings in the mess hall of the old ing system rewired, plumbing repaired, and been made to ranges in the officers' and men's quarters, and a new range installed

in the junior officers' quarters. Plans and specifications have been pre-pared for the construction of an addition to the new marine barracks, including the erection and furnishing of a band room, ress hall, men's kitchen and gymnasium, for which Congress appropriated \$150,000 in the act approved April 27, 1904. It is the desire of the officials to expedite the erection of the building in question at the ear liest practicable date. Gen. Elliott says that the construction of the guard house d amusement rcom for the enlisted men at this post is necessary, and provision therefor appears in the estimates submitted by the quartermaster for the next fiscal

year. The estimate is for \$35,000. Corps Headquarters Crowded.

Gen. Elliott says that the present offices of marine headquarters in the Mills building are seriously overcrowded. He recommends that all the rooms on the sixth floor of the new addition to the building be allotted to the Marine Corps. That addition, he says, will enable the officers to bring at least a portion of their permanent and valuable records now in store in an inflammable building at the marine barracks in this city to these headquarters.

The Marine Band. Regarding the Marine Band, Gen. Elliott

ays: "During the year just passed the Marine Band has been brought to an even higher state of efficiency than heretofore, largely through the conscientious efforts and attention to duty of William H. Santelmann, the leader. The band, as during previous years, has furnished the music for all receptions and other occasions of ceremony at the White House, and in addition thereto gives weekly concerts during the summer months at the White House, Capitol grounds and the write House, capitol are the marine barracks, respectively, in this city. These occasionally are largely attended, and afford much pleasure to classes of the population who would otherwise be unable to enjoy a good musical program. "At this juncture it seems only proper that the brigadier general commandant should invite the attention of the department to the recommendation made by his predecessor, Maj. Gen. Charles Heywood, in his last annual report. Gen. Heywood earnestly suggested that the following changes in the pay of the leader, second leader and musicians of the band be made, and that they be naid as follows viz. To leader and musicians of the band be made, and that they be paid as follows, viz: To the leader, the pay and allowances of a captain in the Marine Corps; to the second leader, the pay and allowances of a second lieutenant in the Marine Corps; to first-class musicians, \$100 per month; to second-class musicians, \$75 per month.

"These recommendations the undersigned

"These recommendations the undersigned has the honor to most earnestly second, inasmuch as it is not only desirable but necessary that the best talent in the country be secured in order to retain the present high standard of the band as an organization

Unique Status of the Band.

"This band differs in its status from any other in the naval or military service of the government. It is called upon to per-form at the most important ceremonies con-

ness in the command was correspondingly its program is subject to the criticism of the diplomatic and other representatives of if for no other, it is considered essential that the personnel of the organization should be such as would insure the best re

"Owing to disagreements with the various musical unions of the country it is ex-tremely difficult to get first-class men to enlist for the pay now given musicians of the band, inasmuch as the best men are moved to decline to re-enter the upon the expiration of their terms of en-listment, having in view the fact that they anticipate that they will be enjoined from accepting outside engagements. It is only by taking up outside work that these musicians can make their emoluments correspond to the amount they would be able to earn in civil life. The consideration of the

Anacostia and Vicinity.

department of this matter is earnestly re-

Policeman W. H. Henderson, who was attached to the police precinct at Anacostia for a number of months, has been transferred to the fifth precinct. His place here has been filled by the assignment of Police-

man C. T. Gibson from No. 5 station. The condition of Raymond Barry, the fifteen-year-old lad who was removed from his home on Maple avenue, Anacostia, to Providence Hospital, where he underwent a surgical operation to alleviate injury caused by falling from a chestnut tree near his home, is now much improved.

Dr. Thomas D. Mudd of this place last evening issued a certificate for the removal of Henry Carroll, colored, thirty-two years old, from the latter's home at Minnesota avenue and Harrison street, Anacostia, to the Washington Asylum Hospital. It was certified that Carroll was suffering from an epileptic attack due to head injury. Frank J. Oakes, forty-two years of age,

was found sick in Hillsdale Saturday on the street. He was removed to the resi-

dence of a friend on Stevens avenue in the patrol wagon of the Anacostia station. The women's mission, which has been in progress for the past week in St. Teresa's Church, at Washington and Fillmore streets, Anacostia, under the auspices of the Redemptorist fathers, was brought to a close yesterday afternoon. It is announced that in the future there will be three masses in the church each Sunday, viz., at 6:30 o'clock, 9 o'clock—a children's mass—and 10:30 o'clock. The mission for the men was opened last evening. The death of Charles R. Howard Friday

morning at his home on Minnesota avenue, Anacostia, removed one of the best-known and oldest residents in this section. Mr. Howard followed the business of gardening in the later years of his life. He was born in the vicinity of Twining City, sixtyone years ago. He is survived by one son. Mrs. Mary Skinner, a widow, died Friday at her residence, No. 249 Washington street, Anacostia, aged seventy-nine years. Her funeral was held this morning from St. Teresa's Church, Washington and Fillmore streets. Anacostia, and the remains were removed to the country for interment. Two daughters, Mrs. Kate Wedding and Mrs.

M. D. Pumphrey, survive her. Engine Companies 8, 15 and Truck A responded yesterday morning about 11 o'clock to an alarm of fire turned in by a citizen from box 91, in Anacostia. There was a small blaze in the rear of No. 141 Monroe street, the premises owned by James W. Bartley and occupied by William H. Brinkley. Damage to the amount of \$10 was

lone. The cause of the fire was not as Prof. H. M. Johnson of this place, supervising principal of the eighth public school division, which comprises the schools in this locality, has secured from the Commissioners their approval of a recommenda-tion for the planting of fifty trees in the new school inclosure at Good Hope. The order for the work has been issued. Ten trees are to be set out in the Orr school

reservation, in Twining City. Thirty Thousand Dry Good Stores.

In the United States there are about thirty thousand shops that sell dry goods Twelve thousand of these may be ranked as good stores, and about five thousand are ments of a size which makes them mportant factors in the commercial and omestic life of their communities. The owners of almost all of these shops, the largest as well as the smallest, began obscurely. The majority of the most prosperous have attained their present success and magnitude during recent years, in which unsuccessful merchants have been wont to complain that the competition has been retinous.